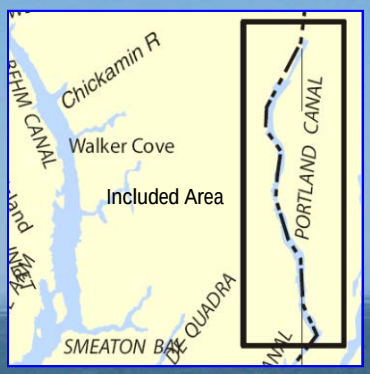
BookletChart™

Portland Canal – North of Hattie Island

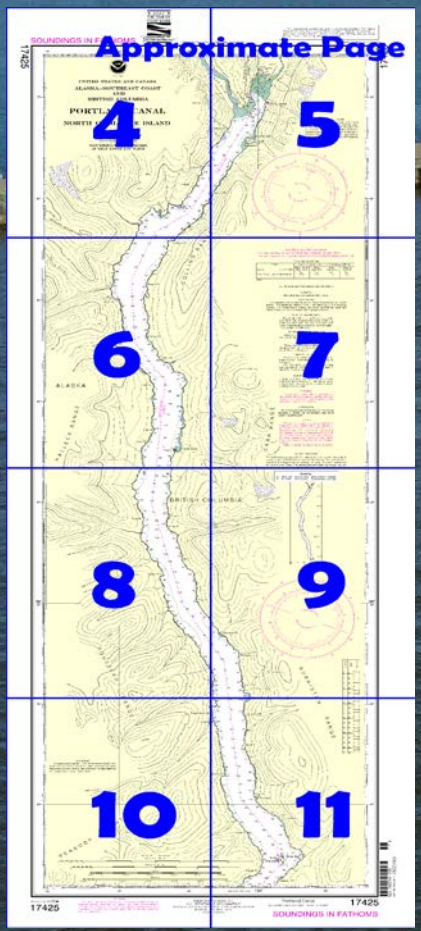
NOAA Chart 17425

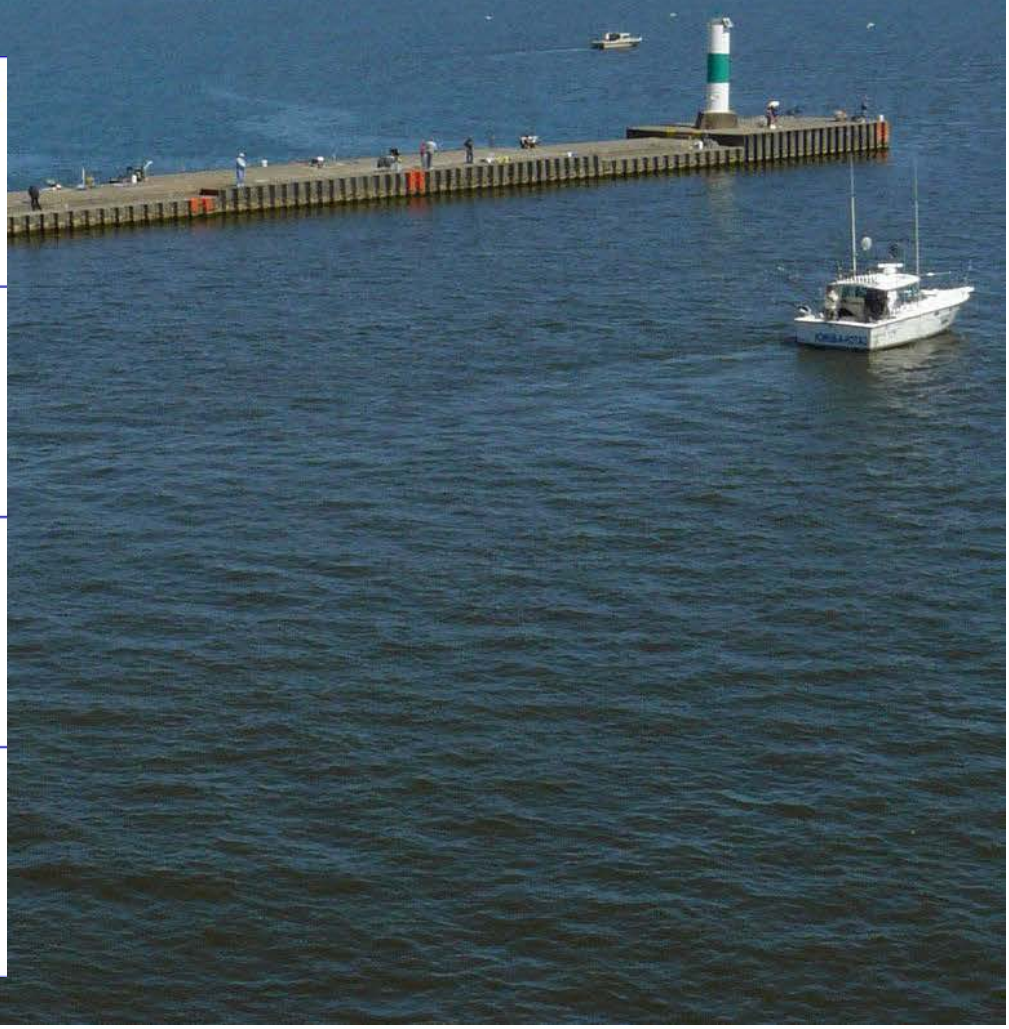
A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*





Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

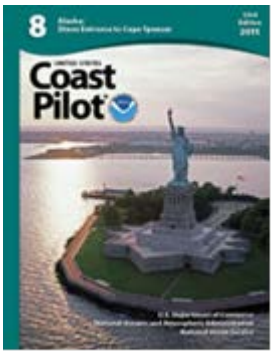
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17425.

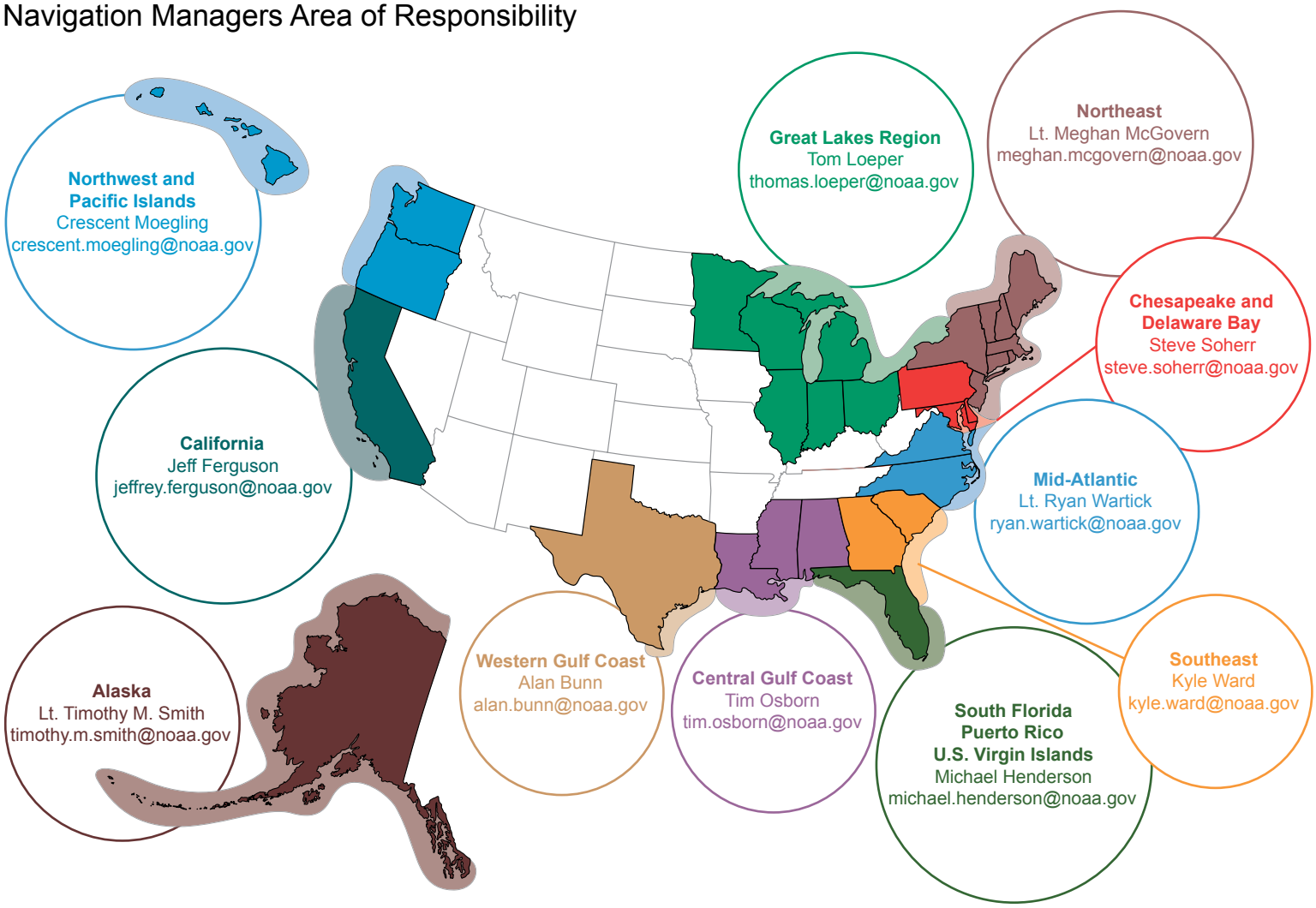


(Selected Excerpts from Coast Pilot)
Portland Canal extends N from its junction with Pearse Canal and **Portland Inlet** at **Tree Point** for about 57 miles to the towns of Hyder, Alaska, and Stewart, B.C. The channel, clear and deep, has no dangers except for a rock awash, about 0.2 mile off the W (Alaska) shore, 2.3 miles above **River Point** (55°34.2'N., 130°08.2'W.). It is reported that in the winter there are strong N blows in the canal and small boats often ice up.
Reef Island is close off the W shore, abreast **Spit Point**, at the entrance to Portland Canal. **Reef Island Light** (55°04'44"N., 130°12'11"W.) 19 feet above the water, is shown from a spindle with a red and white diamond-shaped daymark on the S end of the island.
Harrison Point, high and bold, is 2.5 miles N of Reef Island. **Dickens Point**, on the E shore, is about 4.5 miles N of Spit Point. A black rock, 8 feet high, is close S of Dickens Point, and a drying ledge extends a short distance from it.
Sandfly Bay, on the W shore abreast Dickens Point, 14.5 miles above Hidden Inlet, has no value as an anchorage. **Stopford Point**, bold and conspicuous, is on the E shore about 3 miles above Dickens Point.
Halibut Bay, free of hidden dangers, is on the W shore of Portland Canal, about 4 miles above Sandfly Bay. Its shores are generally bold, but on each side near the entrance are sandy beaches with shoals that extend 80 yards offshore, and low grassy land running 100 yards back. Near the head of the bay extensive flats, which bare, make out from the W shore almost all the way across leaving a narrow channel close to the E side, through which 5 feet can be carried to a narrow basin 2 to 4 fathoms deep and suitable only for small craft.
Halibut Bay affords anchorage for vessels in the middle of the bay in 10 fathoms, about 0.2 mile above **Astronomical Point**, the NE point at the entrance, and abreast a rocky point at the N end of the sand beach on the W side, where the anchorage is 450 yards wide; also 700 yards farther up abreast the N end of the sand beach on the E side, in 10 fathoms, where the anchorage is 300 yards wide.
Hattie Island, in midchannel about 6 miles above Halibut Bay, is about 700 yards long and has some stunted brush growing on it. **Hattie Island Light** (55°17'15"N., 129°58'12"W.), 21 feet above the water, is shown from a pole with a slatted orange circular daymark on the W side of the island. **Belle Bay**, the bight E of Hattie Island, does not afford anchorage.
Car Point is on the E shore about 3.5 miles NW of Belle Bay. About midway between Car Point and Belle Bay are three conspicuous landslides.
Breezy Point (55°21.5'N., 130°02.3'W.), about 5 miles N of Camp Point on the W shore, is conspicuous. **Bluff Point**, on the E shore, about 1.5 miles NE of Breezy Point, terminates in a high, bold cliff.
Tombstone Bay, on the W side of Portland Canal about 7.5 miles above Hattie Island, affords a temporary anchorage for small craft in 8 fathoms near the head of the N bight.
Maple Bay, on the E (British Columbia) side of Portland Canal, 8 miles above Hattie Island, affords fair anchorage for small craft, 300 yards from the S side, in 7 to 8 fathoms. In 1977, a rock awash was reported about 150 yards offshore on the S side of the bay near the entrance.
Fords Cove, on the E shore just N of Green Islets, is a bight in the shore affording fair shelter from S winds but none from N winds. A rocky ledge, which partly bares, extends N about 75 yards from Green Islets. The S part of the cove is shoal for about 175 yards offshore. A fair anchorage with sufficient swinging room may be found in 13 fathoms, 0.2 mile from Green Islets and the same distance from the E shore. Small craft can anchor closer inshore.
Uncertain currents and a number of hazards make navigation in Dixon Entrance treacherous when visibility is poor. Advection fog plagues these waters from July through September, when visibility less than 0.5 mile occurs up to 5 percent of the time, and is often cyclical over a period of several days. At Langara Island, fog is reported 4 to 9 days each month from May through September.
Currents.–In Pearse Canal the current has a maximum velocity of 2.8 knots, diminishing toward the head of Portland Canal.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Managers Area of Responsibility

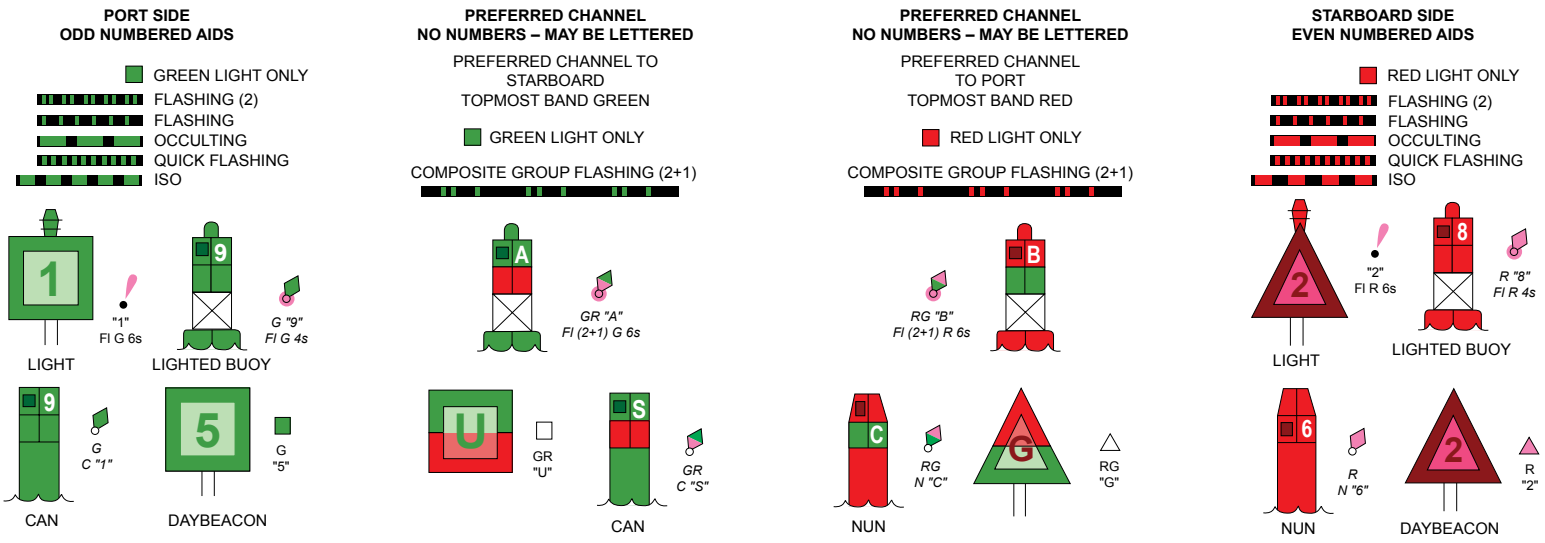


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

SOUNDINGS IN FATHOMS

Formerly C&GS 8054, 1st Ed., Apr. 1936 C-1936-445 KAPP 2738

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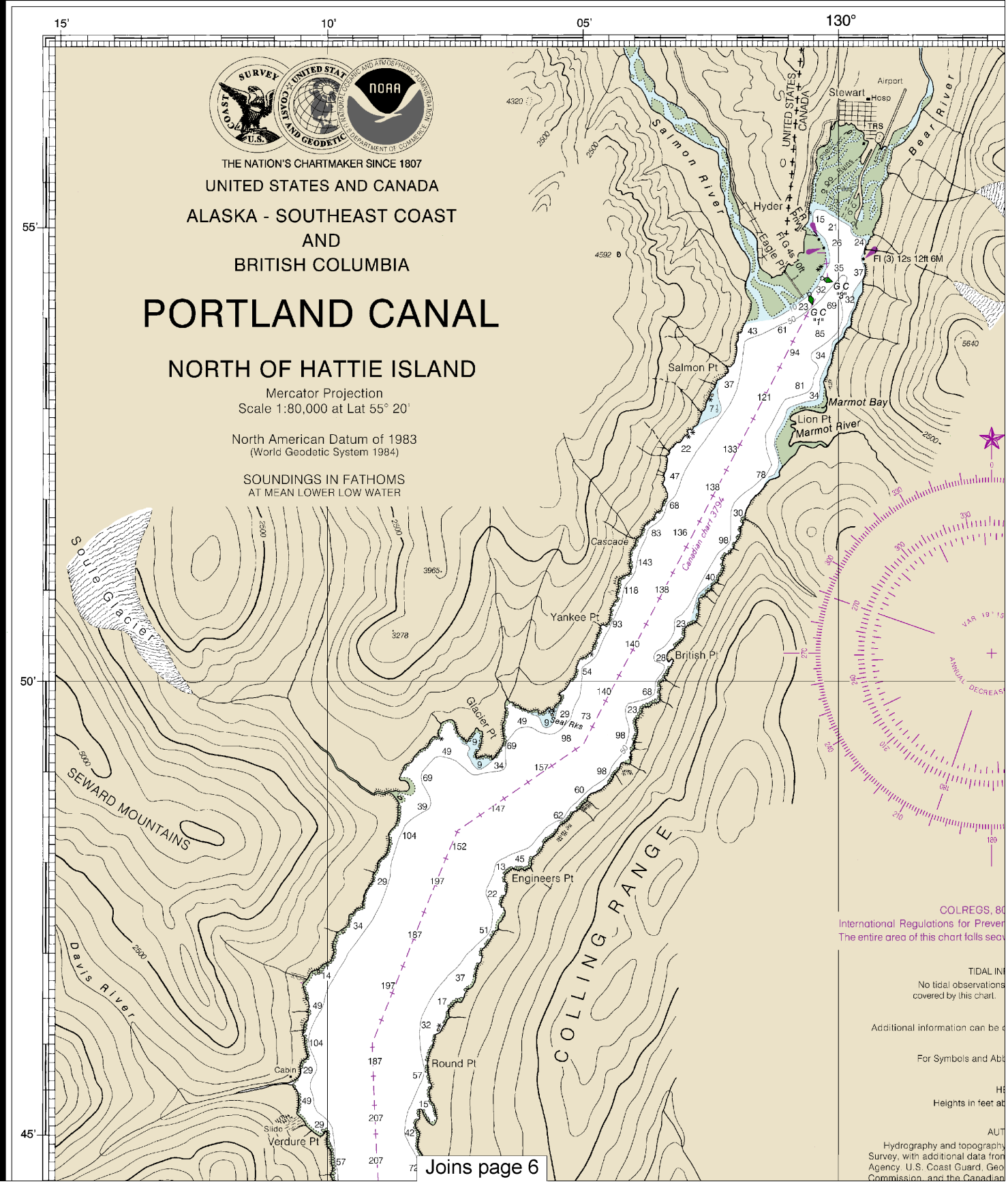
about this chart a



Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

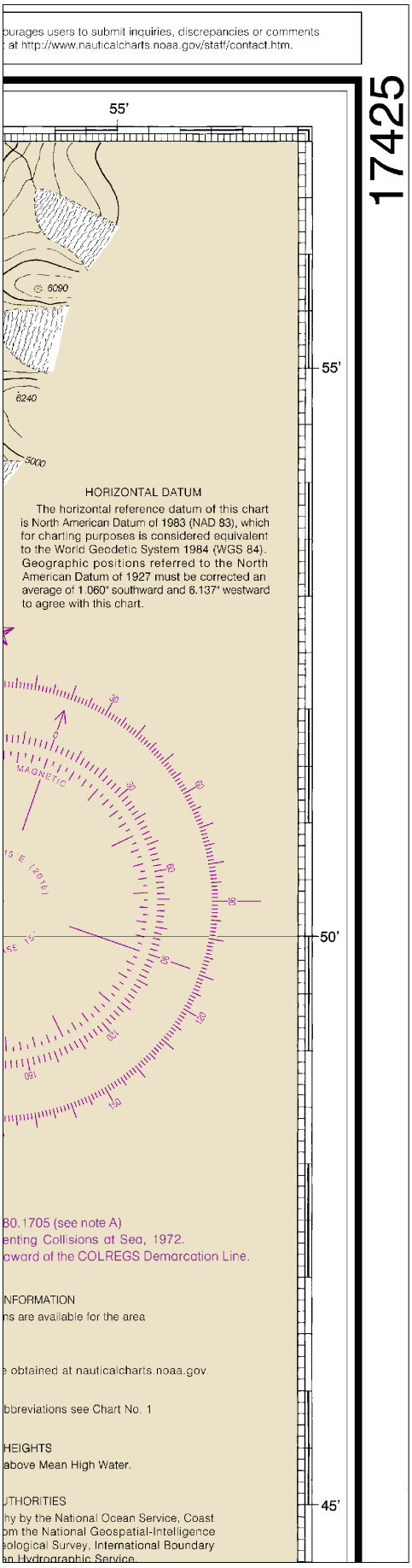
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

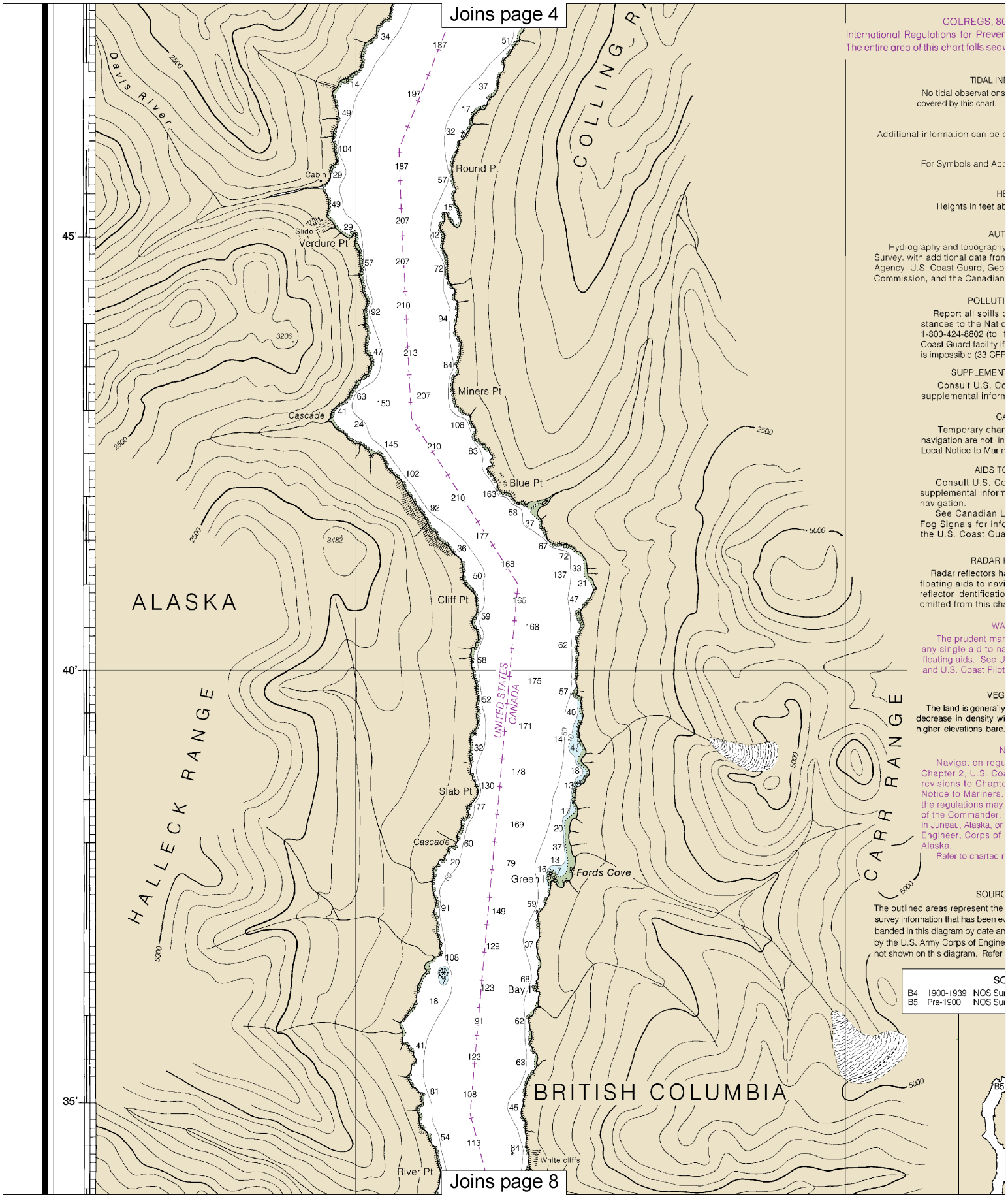
1000 0 2000 4000 6000 8000 10000

Note: Chart grid lines are aligned with true north.



Joins page 7

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.

Joins page 5

80.1705 (see note A)
enting Collisions at Sea, 1972.
oward of the COLREGS Demarcation Line.

NFORMATION
ns are available for the area

e obtained at nauticalcharts.noaa.gov.

bbreviations see Chart No. 1

HEIGHTS
above Mean High Water.

UTHORITIES
hy by the National Ocean Service, Coast
om the National Geospatial-Intelligence
eological Survey, International Boundary
an Hydrographic Service.

TION REPORTS
s of oil and hazardous sub-
tional Response Center via
ll free), or to the nearest U.S.
if telephone communication
FR 153).

NTAL INFORMATION
Coast Pilot 8 for important
rmation.

CAUTION
anges or defects in aids to
indicated on this chart. See
riners.

TO NAVIGATION
Coast Guard Light List for
rmation concerning aids to

List of Lights, Buoys and
nformation not included in
uard Light List.

R REFLECTORS
have been placed on many
vigation. Individual radar
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VARNING
ariner will not rely solely on
navigation, particularly on
U.S. Coast Guard Light List
ot for details.

GETATION
lly heavily wooded. The woods
with the elevation, leaving the
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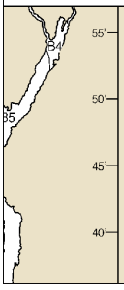
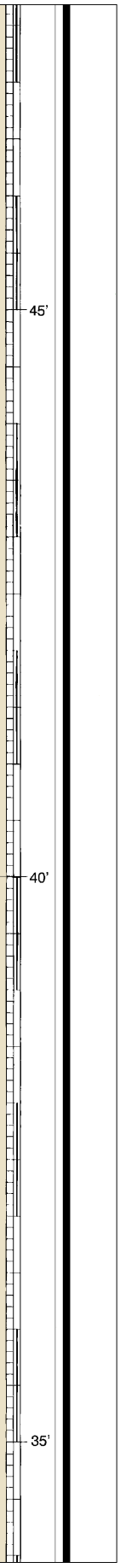
NOTE A
gulations are published in
oast Pilot 8. Additions or
ter 2 are published in the
s. Information concerning
y be obtained at the Office
, 17th Coast Guard District
or at the Office of the District
f Engineers in Anchorage,

regulation section numbers.

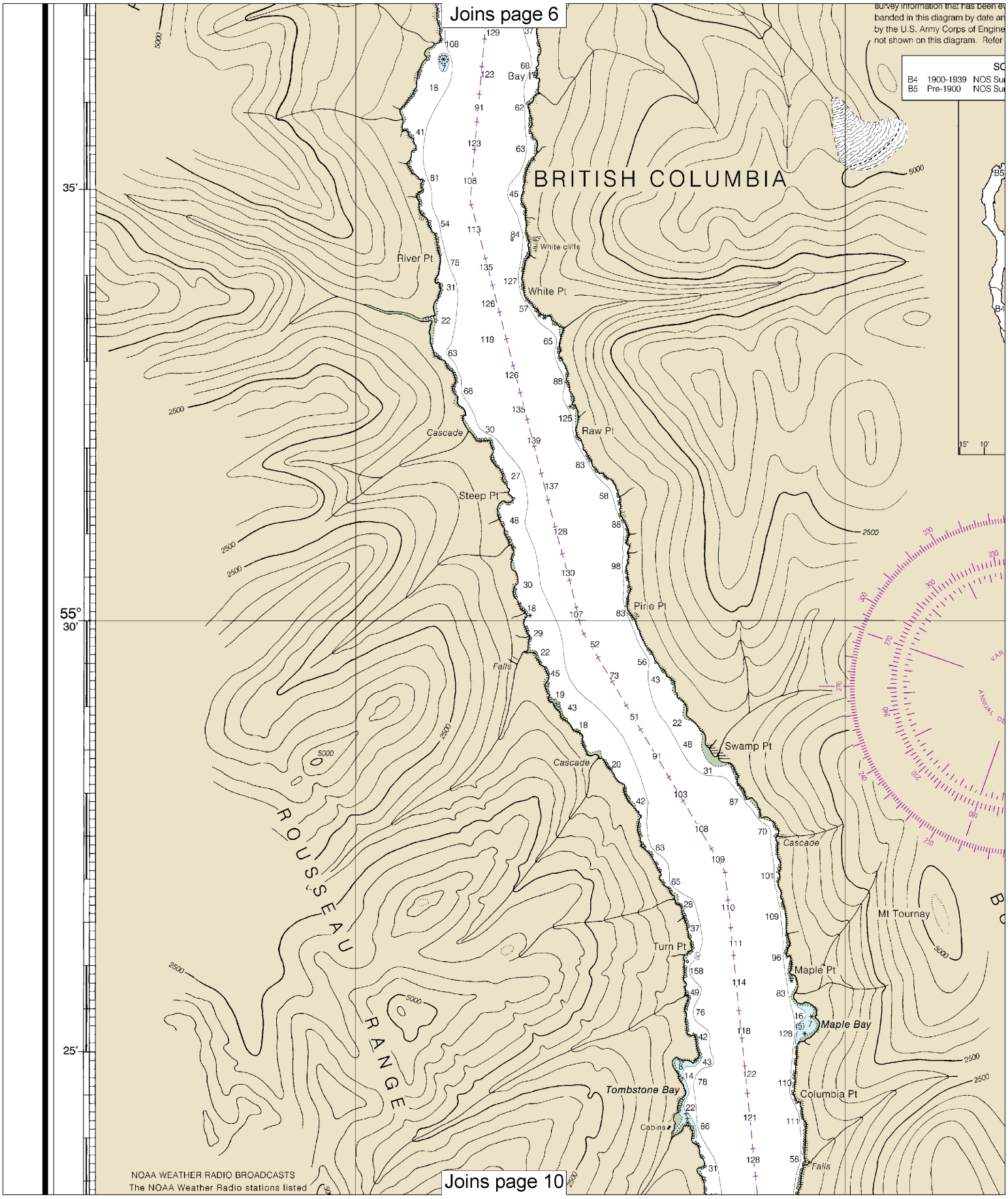
RCE DIAGRAM
e limits of the most recent hydrographic
evaluated for charting. Surveys have been
and type of survey. Channels maintained
neers are periodically resurveyed and are
r to Chapter 1, United States Coast Pilot.

SOURCE
Surveys partial bottom coverage
Surveys partial bottom coverage





Joins page 9



8

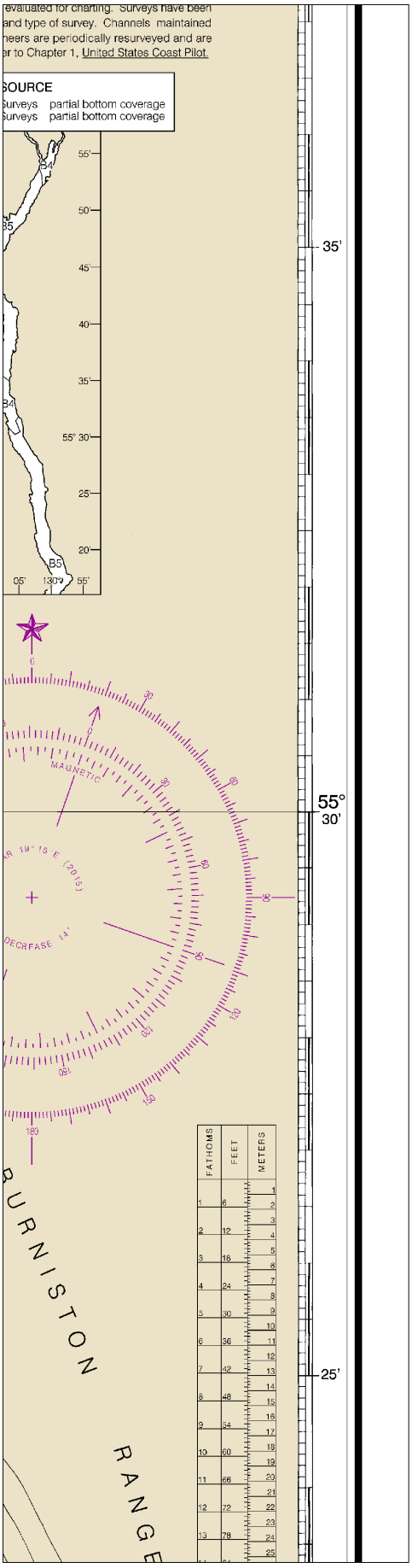
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

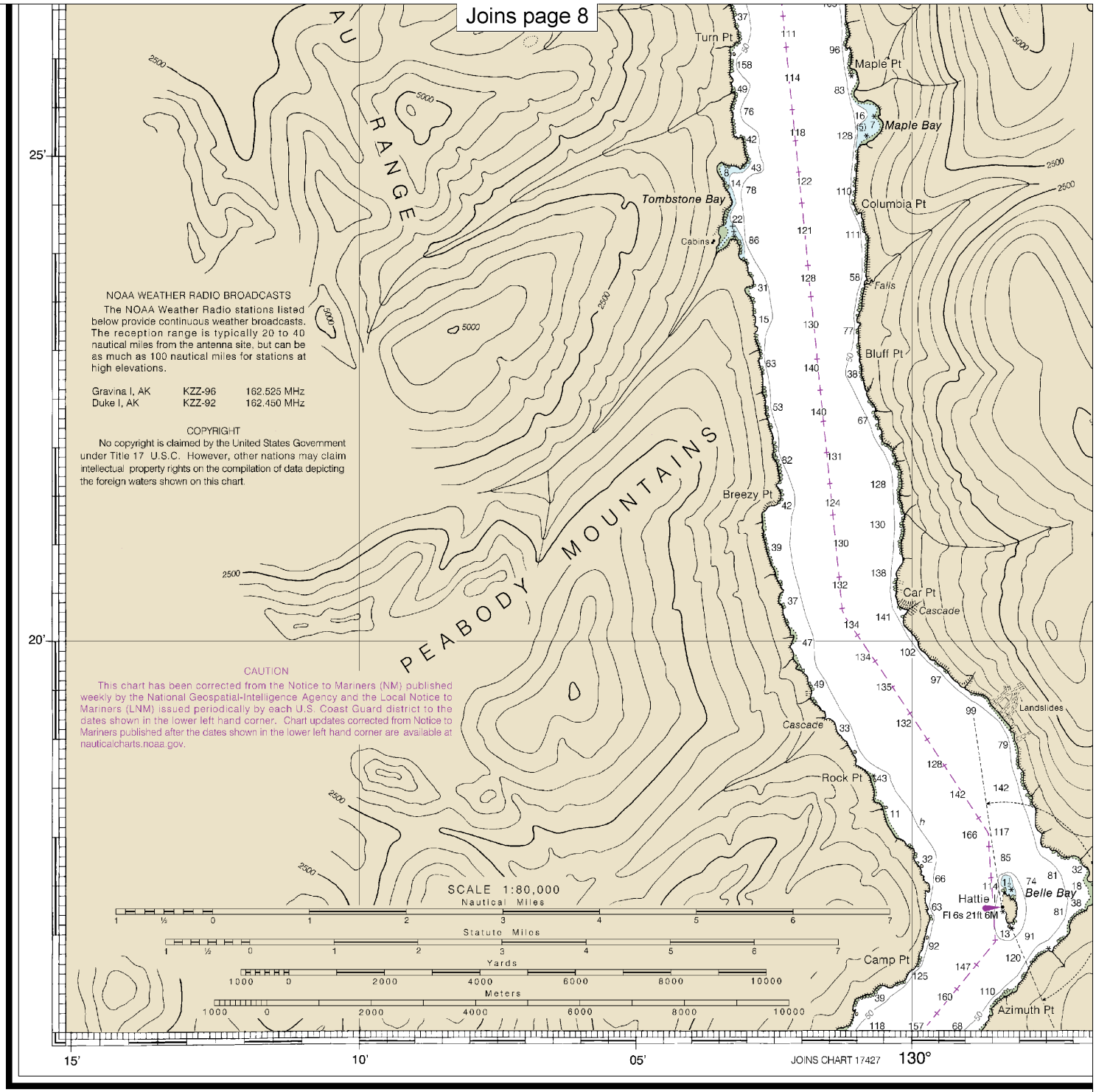
Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



Joins page 7

Joins page 11



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17425

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Portland (
SOUNDINGS IN FATHOMS

SOUND

Last Correction: 5/20/2015. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

Note: Chart grid lines are aligned with true north.

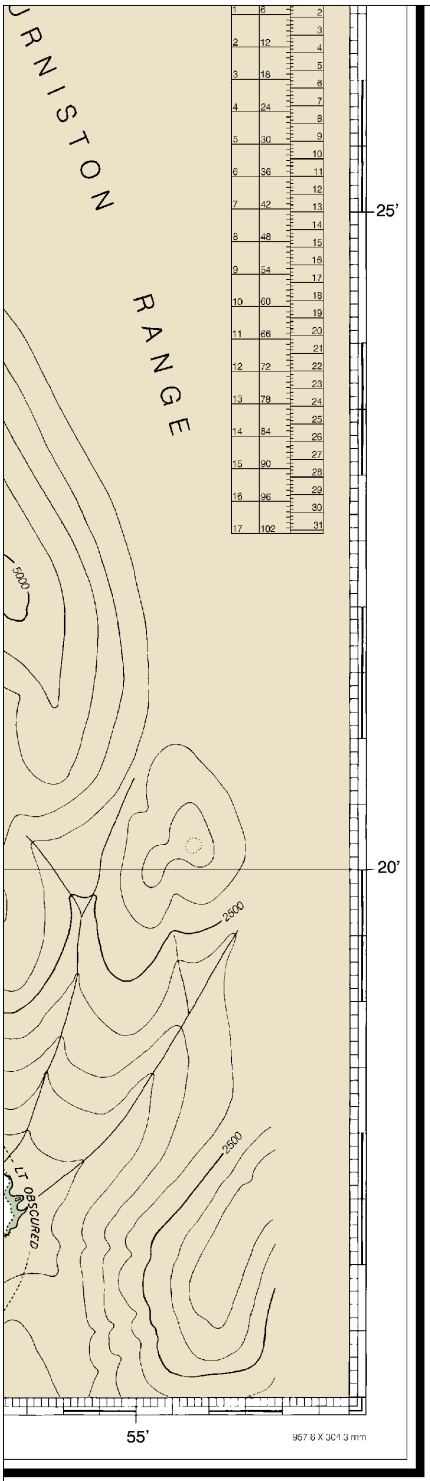
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

See Note on page 5.

Joins page 9



Canal

MS - SCALE 1:80,000

17425

DINGS IN FATHOMS

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker